



# Response to LB Hillingdon Comments

Date: February 2026

Title: Hayes Park West – Response to LB Hillingdon Comments

## a. Introduction

1. This note has been prepared by Iceni Projects on behalf of Shall Do Hayes Developments Ltd (The Applicant), as a response to comments received on the Hayes Park West Application. Comments were dated 30<sup>th</sup> January 2026.
2. The table below highlights the comments made by LB Hillingdon (LBH) in the left-hand column with the Iceni response on behalf of the Applicant in the right-hand column.
3. Should there be a need for further discussions, Iceni and the Applicant team would welcome the chance to discuss this further but believes that the information below and the ATZ assessment (to follow in due course) should satisfy the remaining comments.

LBH Comment	Iceni Response
<b>Car and Cycle Parking</b>	
<p>As mentioned above a total of 52no. car parking spaces are to be provided, one space for each dwelling. The London Plan (2021) Policy T6.2 residential parking requires that development proposals must comply with the relevant parking standards. For a development of this type, the maximum number of parking spaces permitted would be 1.5no. spaces per dwelling, as such the 52no. car parking spaces proposed is in accordance with Policy. Taking this into account and the site poor PTAL score the quantum of car parking spaces proposed is accepted. Notwithstanding this, just 7no. car parking spaces would be provided with electric vehicle charging points, the London Plan (2021) requires that at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining space. The Highway Authority require that the development provides 10no. car parking space with active electric vehicle charge points with passive provision for all the remainder. The number of cycle parking spaces proposed is in accordance with the London Plan policy T5. Cycling and is accepted.</p>	<p>The team note and welcome the comments on the quantity of car and cycle parking spaces.</p> <p>With regard to EV charging, as the development includes a significant amount of podium parking, it is not able to comply with the 20% active charging infrastructure due to building regulations constraints. All spaces outside the podium are identified for EV charging but to provide for more within the podium would require a sprinkler tank the same size as the podium itself. This is neither practical nor financially viable for such a scheme and therefore it is proposed to retain the previous EV charging strategy. It is also not proposed to move more spaces from inside the podium to outside as this would only serve to impact the high-quality landscaping and public realm surrounding the Site.</p>
<b>Trip Generation</b>	
<p>The applicant has provided a Transport Statement which reports that the proposal would generate 16no. two-way vehicle trips in the AM peak and</p>	<p>Noted and welcomed.</p>

<p>13no. in the PM peak. This number of movements is judged to be insignificant and could be absorbed by the surrounding highway network without detriment to road safety or the free flow of traffic.</p>	
<p><b>Active Travel Zone Audit</b></p>	
<p>Prior to submitting this application, the developer was advised by the Highway Authority that an ATZ should be provided alongside any forthcoming planning application. Despite this an ATZ has no been provided which raises a Highways objection.</p> <p>The purpose of the ATZ is to key identify locations where there are barriers to active travel and public transport use and identify ways that these could be overcome. Key considerations are the movement of cyclists and pedestrian within the site, not least segregated routes to both points of access. If these barriers are not addressed sustainable travel fails to be a genuine travel choice in turn disincentivising a resident's decision to make a modal shift away from the driver only private car in favour of active travel and public transport use. Ultimately the Council requires that these barriers are removed, if they are not resident may resort to owning a car and in the absence of parking on-plot they may park injudiciously on-street leading to parking stress, and increased risk to road safety and hindering the free flow of traffic. The ATZ should include a night-time assessment.</p>	<p>The applicant has committed to producing an active travel zone audit for both daytime and nighttime which will be provided shortly.</p>
<p><b>Travel Plan</b></p>	
<p>A Travel Plan has been submitted and reviewed. The Highway Authority notes that the targets contained within do not align with the London Plan's 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041, the measures proposed are not robust and therefore unlikely to attain these stretching targets. The applicant does however propose a Final Travel plan which provides an opportunity to address.</p>	<p>It is noted and agreed that a full travel plan should be secured by condition. Whilst the mode share targets could be more ambitious, they also have to remain realistic for the area and for a site of this PTAL. These targets have also been raised by TfL and it is proposed that these targets will be reviewed in the final travel plan.</p>

<b>Delivery and Servicing Plan</b>	
<p>The Highway Authority has reviewed the Delivery and Servicing Plan October 2025 and found that Appendix 2A does not include drawing I0001132_06.2, the applicant has therefore failed to show that the largest vehicle expected to visit the site could satisfactorily manoeuvre within the development without presenting a road safety risk to other road users, residents or their visitors. Whilst such drawings have been provided with other documents, they must be included in the Delivery and Servicing Plan as they are referred to in the main text.</p>	<p>Iceni have reviewed the document initially submitted and Drawing I0001132_06.2 is the final drawing included within Appendix A2. Therefore, it is considered that this comment has been addressed.</p>
<b>Outline Construction Traffic Management Plan</b>	
<p>An Outline Construction Traffic Management Plan has also been submitted as part of this application. As the main contractor has not yet been appointed, the amount of information that the Plan contains is limited.</p> <p>The applicant reports that construction vehicles travelling to and from the site would attempt to use the Strategic Road Network wherever possible and where it needs to deviate from this 'A' roads would be used as much as possible. Access to the site would be from the A4020, into Hayes End Road and then along Mead House Lane.</p> <p>The applicant reports that there "will be no separate parking provided for construction workers and therefore they are expected to arrive on foot, cycle, bus or underground". The applicant goes on to explain in the Outline Construction Traffic Management Plan that this will be achieved by the appointed Contractor informing their staff how it is possible to travel to the site by means other than the driver only private car, it is mentioned that public transport maps and timetables would be provided. The Highway Authority does not consider that these measures alone would achieve a modal shift in favour of sustainable transport and in the absence of on-plot parking for the construction workforce may result in injudicious parking on plot or parking displacement on the surrounding streets. This raises a Highway objection though this could be</p>	<p>Iceni notes the concern and will include any final details on employee parking within the final version of the CTMP as requested. This will include further measures to encourage the use of public transport (carrot) and to discourage the use of any onsite parking provided (the stick) but being mindful that some on site parking may be required.</p>

<p>reviewed subject to the receipt of a full Construction Traffic Management Plan that presents a convincing package of measures - both carrots and sticks that would give the Highway Authority full confidence that the site could be constructed with no parking provided on-plot for the construction workforce.</p>	
--	--

